

WHOLE NUMBER, 14,923. FAIR WEATHER TO-DAY; NOT SO COLD. HIGH, NORTHWESTERLY WINDS, SLOWLY DIMINISHING.

IN THE STORM KING'S GRASP.

Richmond Feels Its Pinch in a Blizzard That Will Be Historic.

SNOWS FOR FIFTY-FIVE HOURS.

Reaches a General Depth of Seventeen Inches and Drifts Many Feet Deep.

CLEAR AND COLDER WEATHER TO-DAY.

This the Prediction, While Warmer Conditions Will Prevail To-morrow—Many in Want of Coal—Railroads Blocked, Telephone Lines Down, Street Cars Not Running, and Schools Closed.

The great snow-storm of February, 1899, which will go down in history as the equal of the memorable one of 1857, in which many lives were lost, is over.

The snow, after a continuous fall of more than fifty-five hours, ceased about 9 o'clock last night, and before midnight the stars were shining brightly. Clear and slightly colder weather is predicted for to-day, but it is expected that it will become warmer to-morrow.

The depth of the snow on a level is 17 inches, but it has drifted in many places to depths ranging from three to eight feet or more. The street-cars have not run since Sunday noon; no trains are arriving or leaving the city, except a few local ones; the river is closed to navigation by ice; the schools have suspended until the conditions are improved, and very little business is being done, except in storm goods.

The city is fortunate in being well supplied with fuel, though great difficulty is experienced in delivering it, and there is no danger of a food famine. There is plenty of cured meat here to last at least a month; plenty of breadstuffs; no lack of general groceries, and though there may be a little scarcity of beef and vegetables until trains and country carts come in, there is enough fresh pork here for a week or more.

Every effort is being made by the Citizens' Relief Association and the city authorities to relieve suffering, and if those in need will make their wants known they will be supplied as quickly as possible.

Richmond is in the grasp of a blizzard that has more of the characteristics of the genuine Arctic blizzard than any experienced in the memory of the most insistent old inhabitant.

The great snow-storm of 1857 has been surpassed in fury by the heneceforward historic storm of 1899. Those of the elder generation who have constantly cited the storm of the earlier date as the greatest on record in Virginia must now allow younger men a show to talk of their experience and tell stories of the storm of 1899.

For more than fifty-five hours—two days and seven hours—the snow fell as Richmond people have rarely seen it fall. At 2 o'clock Saturday afternoon it began. Those who knew anything of weather, from appearances of the heavens and general weather conditions, expected a heavy storm. They did not expect such a one as came. It did not let up till midnight Saturday.

Early Sunday it began again. The snow fell more rapidly than on Saturday. It kept it up all day. Every hour the storm waxed in fury. At dark it was raging more fiercely than at any hour since it began. At midnight it had lost none of its fury. At daylight it still raged as though a fresh start had just been taken. At noon none of its fury had been lost; at 2 o'clock it was as bad as ever; at 6 o'clock it began to show signs of abatement. At 9:30 o'clock it had stopped, but the sun had gone down behind clouds as heavy and as angry as those which hid the face of Heaven when the great storm began two days before.

SIGHTS AND EXPERIENCES. The sights in Richmond and the experience of Richmond people during the storm were such as were never known here before. Big storms in the past have not been infrequent, but none so long as this. None has ever lasted so long. None has ever shown such fury. None has ever created more widespread inconvenience. None has ever so nearly completely shut Richmond off from the outside world, or so absolutely stopped the city's travel. Lastly, but in no sense of least importance, so much suffering was never caused by a snow-storm in Richmond.

Passage along the streets at any hour Sunday or yesterday was well-nigh an impossibility. The high wind that prevailed during the storm caused drifting that almost equalled, if it did not exceed, that of 1857. Early Sunday morning the streets were almost impassable. The drifting was so bad that many were unable to get to work. The snow was so deep that many were unable to get to work. The snow was so deep that many were unable to get to work.

Church-goers escaped such discomforts by using the car-lines. After 1 o'clock such escapes were no longer possible. The snow was so deep that many were unable to get to work. The snow was so deep that many were unable to get to work. The snow was so deep that many were unable to get to work.

ATTENDANCE AT CHURCH. Attendance at church was slim Sunday morning. Sunday night it was nearly nothing, and many churches were not open. One pastor reported thirteen people present at the service—a physician, three undertakers, eight others, and the pastor himself.

There were few persons on the streets. Only business of a pressing nature brought people out. Many sleighs were seen in evidence. The jingle of the bells was pretty music, but it did not reduce the temperature, nor lessen the storm's fury. Cabs were much used during Sunday and Sunday night, and the same was true, in a measure, yesterday.

But the liveliest scene of the storm was not under protest. It was weather that made shelter for both an absolute necessity. Yesterday prices were put up in order to lessen the demand. It had the desired effect, and few animals were seen on the streets, save the mules attached to carts hauling coal.

THE RUSH FOR FUEL. The coal-carts broke the tracks on nearly every street. Early in the morning, while the storm was at the height of its fury—if there were periods of relaxation—the demand upon the dealers for coal began. Nothing like it was ever seen in Richmond before. The offices of the coal and wood firms were besieged all day. Nearly everybody seemed to want coal, and the dealers were kept busy all day. The demand was not supplied. Every firm worked its hardest to fill orders. Every possible means was used to get the coal to the homes of the people.

There was never more marketing done by phone. The great trouble was that so many lines were deranged. Suburban residents were almost completely deprived of telephone connections. Both the telephone companies had forced at work the day repairing breaks. The Southern Bell Company had twenty extra men on duty.

AMAZING CHAMPAGNE FIGURES. 88,835 cases, or more than one half of all other brands, were imported in 1898 of G. H. Mum's Extra Dry, the standard of perfection. Bottles will bear green neck-band and star label.

THE DODGE REPORT.

Summary of the Observations of the Commission.

ALGER CLEARED OF CHARGES.

War Department, However, Lacked Complete Grasp of Situation.

MILES PROVOUCED DERELICT.

Friction in War Department Should Be Remedied—Suggestion That the President Should Appoint a New General of the Army.

WASHINGTON, D. C., February 13.—(Special.)—The report of the War Investigating Commission has been released for publication by the President. Summarizing its observations under the heads of the departments concerned, the commission finds substantially as follows:

The Secretary of War—"The records of the War Department show that the Secretary of War extended to all chiefs of bureau cordial and full support, and promptly responded to every proper demand made upon him by commanding officers."

CHARGES AGAINST ALGER. "No testimony has been presented showing intentional neglect of duty or any attempt to serve personal interests. The charges made that the Secretary of War was pecuniarily interested in contracts, purchases, and other transactions of the War Department have been thoroughly examined and found baseless."

"In the judgment of the commission, there was lacking in the general administration of the War Department, during the continuance of the war with Spain, that complete grasp of the situation which was essential to the highest efficiency and discipline of the army."

"The commission has refrained from criticizing certain of the heads of bureaus for not having acted with foresight in preparing their various departments for active war before war was actually declared, because it has appeared that the national defense fund provided by the act of March 2, 1898, was not made available for use except for the navy, and for coast defense, and the expenditures incident thereto, until after the declaration of war."

MILES DERELICT. "General Miles—Accused of dereliction of duty in connection with the last matter in not reporting his belief, and attempting to have what he considered the furnishing of bad beef to the army stopped."

Adjutant-General's Department—Prompt in its work, and added greatly to the efficiency of the army. "The Quartermaster's Department—Not as efficient as it ought to have been. Judge-Advocate-General's Department—Worked with efficiency and to the benefit of the service."

The Signal Corps—Highly commended. The Pay Department—Performed labors promptly and efficiently. Engineer Department—Highly praised for its services. The Ordnance Department—Unflinching in its work before and after the war."

The Medical Department—Unflinching in its work before and after the war. The Commissary Department—Unflinching in its work before and after the war. The Provost Marshal's Department—Unflinching in its work before and after the war."

CAMPS GENERALLY GOOD. The Camps—The sanitation, while far from perfect, was as good as could be reasonably expected. The barracks, although not perfect, were comfortable. The food was good. The discipline was good. The camps were generally good."

NEW GENERAL NEEDED. "For many years the divided authority and responsibility in the War Department has produced friction, for which the interest of the service has suffered. The commission makes the President the commander-in-chief of the army, and he cannot transfer that authority to any other person. The President selects his Secretary of War, who is his confidential adviser. The commission recommends that the President should have the same power of selection of his general-in-chief as he has of his Secretary of War. It is suggested that the President should have the power to appoint and remove the general-in-chief of the army, and that the Secretary of War should have the power to appoint and remove the chiefs of the various bureaus."

ALGER ON THE DEFENSIVE. He Conducted War Department to Best of His Ability. "NEW YORK, FEBRUARY 13.—Secretary of War Russell A. Alger, who came here yesterday to attend the Lincoln day exercises of the Union League Club, will leave for Washington to-morrow night. In regard to the report of the War Investigating Commission, Secretary Alger said that he would rather say nothing about it until he had read the entire report."

General Alger, however, said that he had carried on the work all the way through the war to the best of his ability. "During the war," said the Secretary, "when we had so much to do, criticisms began to appear in some papers. When I happened to give orders that those papers should not be sent to me, as there was no time to waste, my first duty was to conduct the affairs of the department as well as I could."

Sometimes the manager of a private business," said the Secretary, "has looked over the field, and believes he has good and faithful helpers. Then he learns that he has been incorrect in his thought, and that some of his men have not proved true. Those are the general unforseen things, which will happen in any large private business concern, as well as in the War Department."

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THE RAILROADS TIED UP.

Richmond Almost Without Connection With the Outer World.

THE COAST LINE ABANDONS ITS ROUTE.

Fredericksburg Gets One Train Through, and the Chesapeake and Ohio Sidetracks Its Flyers.

SOUTHERN RAILWAY OPERATES TO DANVILLE.

No Street-Cars Running in the City Since Sunday--The Tracks Covered Deep--Scrapers to Be Put to Work at Daybreak and Cars May Run Before Noon To-Day.

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Old railroad men say they have never experienced any such storm as the one that has raged for the past three days, and not since the memorable snow of 1857 have trains been unable to move to and from the city. The Chesapeake and Ohio struggled manfully to get its trains into Richmond, and did succeed in getting several through, but drifts at Mechan's river, Afton, and Trevilians have blocked the passage of trains and forced the company to practically abandon its line temporarily. None of the trains are able to get into or out of Washington, because of the fact that the Southern Railway, over whose tracks they run from Orange to Alexandria, has abandoned that portion of its route. Trains Nos. 2 and 4, east-bound, encountered the snow drifts at Afton and Mechan's river, and were forced to lay off temporarily. These trains were due here Sunday evening, but were unable to get through, and are now at Charlottesville, where they will probably remain until to-day. In the mean time, the passengers are being cared for. They will be brought to Richmond to-day, by way of FIFTEEN FEET DEEP.

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